USCG LIGHT LIST VOLUMES I - VII CORRECTIONS

VOLUME IV Ed 2001 NEW EDITION
(USCG) 44/01

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 18/01

Page 16—Lines 24 to 26/L; read:

1.44 Banco de Meio Norte (1˚02'N., 49˚45'W.), awash, lies 12 miles ENE of **Ilho do Bailique Light** (00˚59'N., 49˚57'W.).

(33(3249)01 Taunton) 44/01

Page 16—Lines 32 to 36/L; read:

Bailique Light to a point 8 miles SE of the same light, dries 1.7m. Banco do Barra, close SW of Banco do Meio, dries 0.5m.

The waters E of Banco Rio Bronco, an extensive bank which dries 1.5m, lying close E of Banco do Barra, are

(33(3249)01 Taunton) 44/01

Page 124—Lines 13 to 17/L; read:

At this point the channel divides into two. The E and main channel passes through Pozos de San Juan, Canal Nuevo, and E and N of Isla Martin Garcia in Canal Infierno, to **Buoy Km 109.5** (34˚08'S., 58˚19'W.), where it rejoins Canal Martin Garcia.

(US NM 35/24058/01) 44/01

PUB 127 6 Ed 2000 LAST NM 40/01

Page 14—Lines 3 to 10/L; read:

Vessels with a draft of 11.6m can be navigated through The Heads and South Channel at all stages of the tide.

Vessels with a maximum draft of 12.1m may be navigated through The Heads when tide and weather conditions are suitable. Caution is necessary during periods of high and long period swells from S, as these swells may considerably reduce a vessel's underkeel clearance when passing over Rip Bank and Nepean Bank.

Vessels with a maximum draft of 12.1m may be navigated through South Channel when the tidal rise is sufficient to provide the vessel with an underkeel clearance of 1.5m.

(37(3827)01 Taunton) 44/01

Page 14—Lines 14 to 20/L; read:

Tide signals.—Tidal current signals are shown at night from Point Lonsdale Light, as follows:

Signal	Meaning
Green light	Flood current from end of slack water to HW
Two green lights, vertically disposed	Flood current continuing after HW to beginning of slack water
Red light	Ebb current from end of HW slack to LW
Two red lights, vertically disposed	Ebb current continuing after LW to beginning of LW slack

(BA NP 14) 44/01

Page 14—Lines 32 to 36/L; read:

strongest, 5 to 8 knots, at these times. Slack water occurs at about 3 hours before and after HW in the entrance when there is no difference in the levels; the tidal current runs, as follows:

1. Flood—from about 3 hours before until 3 hours after HW.
2. Ebb—all other times.

However, as the levels depend partly on wind, the times

(37(3827)01 Taunton) 44/01

Page 22—Lines 35 to 48/L; read:

Berthing limitations in Melbourne are given in the accompanying table.

(19(532, 540(T))01 Wollongong; Guide to Port Entry; Lloyd's Ports of the World; US CH 75175; Melbourne Port Corporation Internet Web Site) 44/01

Page 22—Line 48/L; insert after:

New Table titled **Melbourne Berthing Facilities (2001)** from back of this Subsection.

(NIMA) 44/01

Page 22—Lines 3 to 4/R; read:

Bolte Bridge, with a vertical clearance of 22.9m, runs across the River Yarra close E of the

(10(268)01 Wollongong) 44/01

Page 58—Lines 8 to 10/R; read:

a vessel is abreast of the rock. The alignment of two beacons on Oak Bluff clears close SW of the rock.

(BA NM 21/00, Section VI; US CH 75208) 44/01

Page 58—Line 15/R; strike out.

(BA NM 21/00, Section VI; US CH 75208) 44/01

PUB 127 (Continued)

Page 74—Line 56/R to Page 75—Line 1/L; read:
the river, about 0.5 mile NE of Tasman Bridge. A beacon marks the edge of the coastal bank close S of Lindisfarne Point, on which there is a monument. A marina lies close NE of the point. A beacon stands on the edge of the
(3(102)01 Wollongong) 44/01

Page 111—Lines 8 to 12/R; read:
Channel, leading between Middle Banks and Ridge Shoal, has a dredged depth of 14m. North East Channel, entered about 6 miles NW of North Point Light (27˚02'S., 153˚27'E.), has a depth of 7.4m and is used by local traffic only.

Underkeel clearances are required (2001) in the approach channels, as follows:

1. North West Channel:
   a. Vessels with a beam of less than 35m—1.6m.
   b. Vessels with a beam of 35m and over—1.8m.
2. Spitfire Channel—1.2m.
3. East Channel—1.2m.
4. Brisbane Channel Entrance to Swing Basin—1.0m.
5. Brisbane River above Swing Basin—0.6 to 0.9m.

(18(499(T))01 Wollongong; US CH 74182) 44/01

Page 112—Lines 24/L to 15/R; read:

Information on berthing facilities in Brisbane is given in the accompanying table.

(BA NP 15; Lloyd's Ports; 18(499(T))01 Wollongong; 18(502(T))01 Wollongong) 44/01

Page 112—Line 15/R; insert after:
New Table titled **Brisbane—Berthing Facilities (2001)** from back of this Subsection.
(NIMA) 44/01

Page 112—Lines 31 to 33/R; read:
The quarantine anchorage is situated
(US CH 74182; US NM 10/74183/99) 44/01

Page 112—Lines 40 to 44/R; strike out.
(NIMA) 44/01

Page 114—Lines 53 to 55/L; strike out.
(US NM 40/74200/99) 44/01

Page 145—Lines 15 to 17/R; strike out.
(US NM 39/74231/01) 44/01

Page 151—Lines 48 to 52/L; read:
Approach depths (2001) are, as follows:

Sea Reach Channel	11.7m
Platypus Channel	11.7m
Outer Harbor Arrival Channel	7.9m
Outer Harbor Departure Channel	11.7m

(16(449(T))01 Wollongong) 44/01

Page 151—Line 12/R; read:
marked, and had a least depth of 1.4m in 2001. After heavy
(16(449(T))01 Wollongong) 44/01

Page 151—Lines 17 to 36/R; read:

Townsville Port Facilities (2001)

Berth	Length	Depth	Max. Length	Remarks
1	250m	12.1m	238m	Outer end of E breakwater. Bulk petroleum products.
2	281m	11.4m	238m	General cargo.
3	283m	11.5m	238m	Containers and ro-ro.
4	220m	10.2m	238m	Ro-ro. Molasses.
6	122m	—	—	Condemned. Not in use.
7	183m	11.2m	195m	West side of E pier. Bulk ores.
8	213m	10.0m	220m	East side of W pier. Freezer.
9	230m	12.1m	228m	West side of W pier. Bulk sugar.
10	160m	9.6m	152m	Ro-ro.
11	240m	12.2m	195m	Bulk ores.

Note.—The following underkeel clearances are required:
1. All vessel movements—0.9m.
2. Alongside all berths—0.6m.

(16(449(T))01 Wollongong; BA NP 15; Guide to Port Entry) 44/01

PUB 160 1 Ed 1998 LAST NM 43/01

Page 86—Line 4/R; read:
Abbas Port Control, through Bandar Abbas (EQI), on passing Ras al
(BA NP 286(4)) 44/01

PUB 191 9 Ed 2000 LAST NM 36/01

Page 124—Lines 49 to 55/L; read:
a yacht marina. The harbor is enclosed by breakwaters. East Pier and North Breakwater, its extension, provide protection on the E side while South Breakwater provides protection on the S side.

Tides—Currents.—The tides rises about 5.2m at MHWS and 4m at MHWN.

The tidal currents run strongly across the port entrance. It is reported that the NE-going current produces an eddy off the head of the South Breakwater. This eddy runs SW taking vessels toward the breakwater. The ebb current sets SW from about 6 hours after HW at Dover to about 1 hour before HW at Dover. The flood current sets NE from about HW at Dover

PUB 191 (Continued)
to about 4 hours after HW at Dover. The currents off the entrance attain a maximum rate of about 1.2 knots at springs.

Depths—Limitations.—The main approach channel, which may best be seen on the chart, leads 2.5 miles W to the port entrance. It is marked by lighted buoys and dredged to a depth of 7.5m. The port entrance is 180m wide between the breakwater heads. The fairway channel leading through the entrance is 125m wide.

Royal Harbour, situated in the N part of the port, has an entrance, 63m wide. It is dredged to a depth of 2m and mostly used by pleasure craft. A commercial quay, 109m long, is situated at the NW side and has a depth of 2.1m alongside. Vessels up to 120m in length and 5m draft can be accommodated at HW.

The Inner Harbour, a large marina, has a dredged depth of 3m. It is entered from Royal Harbour through dock gates, 12.1m wide, which are spanned by a bascule bridge. Yachts up to 24m in length and 2.4m draft can enter.

Western Marine Terminal, the ferry harbor, has a dredged depth of 7.5m. It provides extensive facilities for cross-channel passenger and freight ferries. Three ro-ro ferry berths, with depths of 7.5m alongside, are situated at the W side of the harbor. Vessels up to 165m in length and 6m draft can be accommodated.

Aspect.—A lighted range, with a directional sector light, indicates the main approach channel and may best be seen on the chart.

An approach, used by small craft, is indicated by a lighted range, which may best be seen on the chart. It leads WNW and joins the main channel about 0.3 mile E of the port entrance.

The Granville Hotel, with a prominent tower, stands about 0.7 mile N of the port entrance. Conspicuous, large buildings are situated 0.2 mile W and 0.5 mile SW of this hotel.

An aluminium flagstaff standing on the NW side of the Inner Harbour, about 0.4 mile NW of the port entrance, is reported to be conspicuous. A dome situated near the shore at Pegwell, 1.2 miles W of the port entrance, is prominent from S.

Pilotage.—The Compulsory Pilotage Area includes the port and a segment extending 3 miles seaward between the bearings of 065˚ and 145˚ from West Pier Light (51˚19.6'N., 1˚25.4'E.).

An Outer Pilotage Area, which is non-compulsory, includes the waters outside the Compulsory Pilotage Area bound by a line joining (approximately) North Foreland Light, the Elbow lighted buoy, the NE Goodwin lighted buoy, the Deal Bank lighted buoy, and Deal Pier.

Pilotage is compulsory for all vessels carrying petroleum products or other hazardous cargo, passenger vessels, and all vessels over 80m in length, except those exempt by law. Pilots can be contacted by VHF or telephone and board about 3 miles ENE of the port entrance.

Vessels must request pilotage by contacting the Harbor Authority through the Vessel Traffic Service (VTS) Port Control 12 hours before arriving at the pilot boarding position. Vessels should then confirm their ETA 2 hours prior to arrival.

Pilotage for the River Stour is not compulsory. However, pilots are available by prior arrangement.

Ramsgate also provides pilots for the NE Spit (Thames Estuary) pilot boarding area. See Pub. 192, Sailing Directions (Enroute) North Sea for further information.

Regulations.—A Vessel Traffic Service (VTS) system operates in the vicinity of the harbor and is managed by Ramsgate Port
(Lloyd's Ports; BA NP 28) 44/01

Page 124—Lines 1 to 54/R; strike out.
(NIMA) 44/01

Page 125—Lines 1 to 20/L; strike out.
(NIMA) 44/01

Page 125—Lines 45 to 57/L; read:

Note 1.—Vessels must advise the VTS of any circumstances which may affect the maneuvering capability and also the number of any Exemption Certificate.

Note 2.—Vessels must obtain permission to proceed into the channel or to leave a berth.

Note 3.—Vessels should keep a listening watch on VHF channel 14 from this time until secure.

Point Romeo is defined as any point on a circle with a radius of 2.5 miles centered midway on a line extending between Nos. 1and 2 channel lighted buoys (51˚19.5'N., 1˚27.4'E.).

Vessels requiring tug services should send a request at least 3 hours in advance by VHF, fax, or telephone.

Signals.—International Port Traffic Signals are exhibited above the Port Control Building on the East Pier and regulate the movement of vessels to and from Royal Harbour (see paragraph 1.1).

The above signals are augmented by the Ferry Terminal Movement Signal, which is shown when a ferry is maneuvering. While this signal is displayed, no other vessels may, without permission from the VTS, enter the harbor limits from seaward, leave the Royal Harbour, or move within Western Marine Terminal.

Anchorage.—Ramsgate Road provides good anchorage with winds between WNW and NNE. However, S or E winds with a strong tidal current make this anchorage untenable. The recommended anchorage is in a depth of 3.5m about 0.3 mile S of the head of South Breakwater.

Caution.—During strong NE gales, a sandbank frequently forms at the mouth of Royal Harbour and the depths in the entrance are reduced.

Ferries, including high speed craft, enter and leave the port at frequent intervals.

A dumping ground area (spoil ground), which may best be seen on the chart, lies 1 mile SE of the port entrance.

Ramsgate to Dover

Pegwell Bay (51˚19'N., 1˚22'E.), lying 1.5 miles WSW of Ramsgate, is fronted by a drying coastal bank, which extends up to about 1.2 miles seaward. The River Stour runs into this bay through drying flats of mud and sand. A drying channel, marked by buoys and beacons, leads through the coastal bank to the river mouth. Richborough Port, with a drying wharf, lies close inside the river mouth. Sandwich Haven,

PUB 191 (Continued)

used by pleasure craft, is located about 3 miles above Richborough Port. The river is no longer used by commercial shipping.

A prominent power station chimney, with an elevation of 135m, and three conspicuous cooling towers stand about 0.8 mile WSW of the river mouth, 3 miles WSW of Ramsgate.

Deal (51˚13'N., 1˚24'E.), a small town, is situated 5 miles N of South Foreland. It extends along the shore for about 1.5 miles and is fronted by a castle, a hospital, and a barracks, which are all prominent. A T-headed pier, alongside of which berthing is prohibited, extends seaward from the shore about 0.2 mile N of the castle.

Sandown Castle, in ruins, and Walmer Castle, surrmounted by a flagstaff, stand close to the N end and close to the S end, respectively, of Deal. They are both prominent from seaward.

The coast extending to the N of the town is low. The coast between a point located close S of the town and Dover consists of chalk cliffs.

South Foreland (51˚ 08.5'N., 1˚22.5'E.), a bold headland, is faced by chalk cliffs, which have layers of flint in horizontal lines. A conspicuous disused white light tower, 21m high, stands on the summit of this headland. An old lighthouse is situated 0.2 mile ENE of the disused tower and at a lower level.

A white windmill, prominent in strong sunlight, stands 0.2 mile NE of the disued light tower.

Dover Patrol Memorial (51˚09.4'N., 1˚23.6'E.), a conspicuous stone monument, stands on the cliffs, 1.2 miles NE of the disused light tower.

A radar surveillance station is situated close E of the memorial.

Saint Margaret's Bay, with a beacon standing at the head, lies 0.5 mile SW of the memorial

Tides—Currents.—The tidal currents run strongly along the coast between South Foreland and Deal, 5 miles N. In the bay formed between Deal and Ramsgate, the currents are weak.

The currents in the vicinity of The Downs (51˚ 13'N., 1˚27'E.) and Goodwin Sands are mostly rotary clockwise, although the degree of rotation varies over the area. Near the E side (N portion) of Goodwin Sands, the flood current probably sets NE out of Kellett Gut while the ebb current probably sets into the it. Within Kellet Gut the NE-going current is dangerous because it sets toward the sands near the time of HW.

Reports indicate that E of Goodwin Sands the flood current sometimes sets NW with considerable velocity. If this occurs, the set is likely to be strong and dangerous near the time of HW.

Care is advised, as S of South Sand Head (51˚ 10'N., 1˚29'E.) the flood current sets strongly toward and across the S portion of Goodwind Sands, from about 1 hour before to about 3 hours after HW at Dover.

Anchorage.—The Downs (51˚13'N., 1˚26'E.), an anchorage area for ocean-going vessels, lies centered about 1 mile E of the town of Deal and may best be seen on the chart.. The holding ground is not good in some parts of this area, particularly S of Goodwin Fork lighted buoy (51˚ 14.3'N., 1˚26.9'E.). However, good anchorage can be taken in a depth of 12.8m about 1.3 miles ESE of the castle at Deal or in a depth of 12.5m about 1.1 miles E of Walmer Castle.

The Small Downs (51˚15'N., 1˚26'E.), lying 1.8 miles NNE of Deal, is an area that provides anchorage to vessels with drafts less than 5m. It is more sheltered and has better holding ground than The Downs.

Trinity Bay (51˚12'N., 1˚30'E.) provides good anchorage during NE winds, but the tidal curents can be strong. Vessels may anchor in a depth of 21m about 3.2 miles ESE of Deal.

Caution.—Several submarine cables, which may best be seen on the chart, extend seaward from the vicinity of Saint Margaret's Bay.

Several wrecks and obstructions, which may best be seen on the chart, lie within the anchorage areas of The Downs and The Small Downs.

Off-lying Dangers.—Goodwin Sands (51˚14'N., 1˚32'E.), a shifting mass of drying sandbanks, extends up to about 7 miles offshore between North Foreland and South Foreland. The area surrounding the sands, which may best be seen on the chart, is littered with the wrecks of numerous vessels. Some of these wrecks are visible depending on the state of the tide.

The sands are moved by the tidal currents and their forms are frequently changed. Large drying patches lie along the E and W edges. Except for The Downs, where an area of deeper water exists, the 20m contour lies to the E of Goodwin Sands.

Kellet Gut (51˚14'N., 1˚32'E.), a passage bordered by drying patches, leads 4.5 miles NE between Trinity Bay and Goodwin Knoll. This channel is unmarked and subject to frequent changes. It should only be used by small vessels with local knowledge.

Gull Stream (51˚18'N., 1˚30'E.) leads NE from The Downs to the North Sea or the Thames Estuary. This passage, which is marked by lighted buoys, may be used by medium-draft vessels with local knowledge. The fairway frequently changes and the navigational aids are often moved without prior notice.

A sand bar, subject to sandwave action, lies near the NE end of Gull Stream. Several shoal patches and other dangers lie in the vicinity of the channel and may best be seen on the chart.

Historically, depths over all the shoal patches in the channel have been shallower than presently charted. Periods of accretion, influenced by the ebb tidal flow, are followed by periods of erosion brought on by the effect of storms and the resulting system seems to be self-regulating. On the W side of the channel the minimum depth is about 10m. For the remaider of the channel the minimum depth is about 8m. The authorities should be contacted for the latest depth information.

(BA NP 28; BA NP 286) 44/01

Page 125—Lines 1 to 54/R; strike out.

(NIMA) 44/01

Page 126—Lines 1 to 53/L; strike out.

(NIMA) 44/01

PUB 191 (Continued)

Page 126—Lines 1 to 57/R; strike out.
(NIMA) 44/01

Page 127—Lines 1 to 53/L; strike out.
(NIMA) 44/01

COAST PILOT CORRECTIONS

COAST PILOT 2 31 Ed 2001 NEW EDITION
(NOS) 44/01

COAST PILOT 6 31 Ed 2001 Change No. 7
LAST NM 41/01

Page 232—Paragraph 103, lines 6 to 9; read:
is marked by buoys and a private **113.5**˚ lighted range. In July 2000, the controlling depths were 4.7 feet (6.7 feet at midchannel) in the entrance channel and through the river to ...
(DDs 1543-44) 44/01

Page 237—Paragraph 192, lines 3 to 5; read:
State Waterways Commission dock. In September 2000, the controlling depth was 11.4 feet in the entrance channel to the basin, thence depths of 8.8 to 10.0 feet were in the basin.
(DD 1573) 44/01

Page 237—Paragraph 198, lines 5 to 7; read:
light. In June 2001, the controlling depths were 7.5 feet (9.9 feet at midchannel) in the entrance channel and between the piers ...
(DD 2075) 44/01

Page 242—Paragraph 282, lines 4 to 6; read:
through a dredged entrance channel from the NW. In May 2001, the controlling depths were 10.8 feet (11.6 feet at midchannel) in the entrance channel to the basin, thence 9.1 to 10.0 feet in the basin except for lesser depths along the NW edge. A mooring ...
(DD 1998) 44/01

Page 260—Paragraph 154, lines 1 to 5; read:
In April-May 2000, the controlling depth was 6.3 feet (11.8 feet at midchannel) in the entrance, between the breakwater and pier, to the anchorage area, thence depths of 9.4 to 10.0 feet were in the anchorage area except for lesser depths along the N and NW edges, thence 7.1 feet in the channel to the mouth of the river. In 1980, 3.5 feet ...
(DD 1895) 44/01

Page 261—Paragraph 186, line 4; read:
are marked by lights. In May 2001, the controlling depth was 8.6 ...
(DD 1894) 44/01

Page 263—Paragraph 239, lines 3 to 6; read:
Pentwater Lake. The outer ends of the piers are marked by lights. In May 2001, the controlling depth was 11.6 feet in the entrance channel to the lake. The NE corner of the entrance channel off the N pier is shoal to 7.4 feet with lesser depths along the SE edge and is ...
(DD 1896) 44/01

Page 268—Paragraph 294, lines 14 to 17; read:
43˚04'00"N., 86˚14'11"W. In May 2000-April 2001, the controlling depths were 10.7 feet (14.4 feet at midchannel) from the municipal marina to the railroad bridge at Ferrysburg, thence 10.2 to 16.5 feet in the turning basin, except for shoaling to 7.4 feet along the SW edge; thence in 1978, 15 feet from the ...
(DD 1049; DD 1680) 44/01

Page 317—Paragraph 777, lines 7 to 8; read:
August 2000, the controlling depths were 21.0 feet from deep water to the outer basin; the basin had general depths of 17 to 21 feet except for shoaling to 14.7 feet along the NW side; thence in August 1999, 5.5 ...
(DD 1545) 44/01

Page 317—Paragraph 783, lines 3 to 5; read:
ends of the breakwaters are marked by lights. A dredged entrance channel leads into the basin and along the ends of the piers to a launching ramp on the W side of the basin. In August 2000, the controlling depths were 8.3 feet (9.5 feet at midchannel) in the entrance channel thence 5.7 feet to the launching ramp.
(DD 1545) 44/01

Page 317—Paragraph 789, lines 1 to 8; read:
In August-September 2000, the controlling depths were 15.5 feet in the S half and 17.4 feet in the N half of the entrance channel to the outer basin, thence 15.0 to 20.0 feet in the N psrt of the basin and 15.2 feet in the right half of the channel with 8.0 feet in the left half except for severe shoaling to 2 feet along the S edge near the mouth of the river, thence 3.9 feet (5.3 feet at midchannel) to the Eighth Street bridge, thence 2.9 feet (4.1 feet at midchannel), to the head of the project ...
(DDs 1546-47) 44/01

Page 323—Paragraph 848, lines 1 to 5; read:
In October-November 2000, the controlling depths were; 16.3 feet in the left outside quarter, 8.5 feet at midchannel, and 7.7 feet in the right outside quarter in the entrance and through the outer basin to the North Pierhead Light 4, thence 17.8 feet (19.1 feet at midchannel) to the turning basin, thence 6.1 to 10.0 feet in the W half, except for lesser depths along the W edge, and 19.2 to 20.0 feet in the E half of the turning basin, thence 15.6 feet (18.0 feet at midchannel) to the N basin with 20.0 to 18.1 feet ...
(DDs 1570-72) 44/01

COAST PILOT 6 31 Ed 2001 Change No. 8

Page 335—Paragraph 1042, lines 3 to 10; read:
for 0.15 mile. The entrance channel is marked by private lighted buoys, a private unlighted buoy and a light. In Sep-

COAST PILOT 6 (Continued)

tember 2000, the controlling depths were 5.9 feet in the left outside quarter and 2.0 feet in the middle half and right outside quarter of the entrance channel to the mouth of the river, thence 3.1 feet (4.6 feet at midchannel) to the head of the project.

(19/01 CG9; LL/01; DDs 1632-33) 44/01

Page 336—Paragraph 1047, lines 4 to 7; read:

N side of the entrance channel. In August-October 2000, the controlling depth was 1.0 foot (3.1 feet at midchannel) in the entrance channel to the mouth of the river.

(DDs 1675-76) 44/01

Page 336—Paragraph 1051, lines 6 to 19; read:

marking the NW boundary of the channel. Just NE of the stub, the harbor channel decreases in width to the turning basin. In August-October 2000, the controlling depths were 2.8 feet (10.2 feet at midchannel) in the entrance channel to the piers, thence 8.0 feet (8.6 feet at midchannel) in the SE section of the wide harbor channel between the piers and to the turning basin; the NW section of the wide harbor channel had a controlling depth of 3.9 feet. The turning basin had depths of 4.4 to 8.0 feet in the NW and SE sections of the turning basin. A spoil bank, about 50 feet wide and extending about 400 feet into the center of the turning basin from the SW end, has a least depth of 2.4 feet.

(DDs 1682-83) 44/01

Page 340—Paragraph 1132, lines 6 to 10; read:

August 2000, the controlling depths were 9.3 feet (12.0 feet at midchannel) in the entrance channel between the piers and through the outer basin to the mouth of the river, thence 10.2 feet to a point 200 feet below the head of the project, thence 8.0 feet to the head of the project.

(DDs 1574-75) 44/01

Page 358—Paragraph 64, lines 4 to 7; read:

breakwaters are marked by lights. In July 2001, the controlling depth was 6.4 feet in the entrance channel and between the breakwaters to the basin; the basin had depths of 9.7 to 12.0 feet.

(DD 2110) 44/01

Page 358—Paragraph 70, lines 4 to 6; read:

the breakwaters are marked by lights. In July 2001, the controlling depth was 6.5 feet through the entrance and stilling basin to the ...

(DD 2080) 44/01

Page 364—Paragraph 180, lines 6 to 9; read:

In June 2000, the controlling depth was 4.6 feet (11.1 feet at midchannel) in the entrance and between the breakwaters to the basin, thence depths of 8.1 to 10.0 feet in the basin except for lesser depths along the N edge, thence 6.5 feet halfway up the extension channel with gradual shoaling to 2.5 feet to the head of the project.

(DD 1684) 44/01

Page 365—Paragraph 213, lines 5 to 8; read:

marked by lights; a fog signal is at the W pierhead light. In June 2000, the controlling depths were 14.7 feet (19.0 feet at midchannel) in the entrance and the channel between the piers to the bridge except for shoaling to 12.5 feet ...

(DD 1782) 44/01

Page 366—Paragraph 227, lines 4 to 7; read:

lights. In June 2001, the controlling depth was 6.5 feet in the entrance channel to the inner basin, thence depths of 7.1 to 8.0 feet were in the basin, thence 7.2 feet in the inner harbor channel.

(DD 2076) 44/01

Page 367—Paragraph 251, lines 5 to 7; read:

private light on the S side. In October 2000, the controlling depths were 10.0 feet in the dredged entrance channel to the S basin, thence 9.1 to 10.0 feet in the S basin, except for shoaling to 6.5 feet along the W edge of the N section. The N basin has depths of 5.2 to 10.0 feet.

(DD 1681) 44/01

Page 369—Paragraph 285; read:

Channels.-A dredged entrance channel leads E then SE from deep water in Lake Superior between two piers to an inner basin which connects two inner channels that lead E and SW. The outer end of the E pier is marked by a light. In July 2001, the controlling depths were 9.3 feet (10.0 feet at midchannel) from the entrance to the inner basin, thence 6.7 to 8.0 feet in the basin, thence 4.7 feet in the E channel and 5.4 feet in the SW channel.

(DD 2074) 44/01

RADIO NAVIGATIONAL AIDS CORRECTIONS

PUB 117 **Ed 2001** **LAST NM 42/01**

(1) No.	(2) Name	(3) Type	(4) Position Rx	(4) Position Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks		

UNITED KINGDOM

The VHF direction finding stations of the United Kingdom are for emergency use only. Except for Guernsey and Jersey, all are remotely controlled by a HM Coast Guard Maritime Rescue Coordination Center or Sub-Center (MRCC/MRSC). The following details of operation are common to all of these stations:

A. Ch.16.
B. Ch.16 (distress only). Ch.67. Ch.82 (Jersey only).
C. Ch.16 (distress only). Ch.67. Ch.82 (Jersey only).

1091.2 Hartlepool. *2-0001*	RDF	54 41 47 N 1 10 28 W						MRSC Humber.	*	44/01
1097 Newton. *2-0001*	RDF	55 31 01 N 1 37 06 W						MRSC Humber.	*	44/01
1165 Tynemouth. *2-0001*	RDF	50 01 05 N 1 24 54 W						MRSC Humber.	*	44/01

WORLD PORT INDEX CORRECTIONS

PUB 150 **17 Ed 2000** **LAST NM 43/01**

EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS: TIDE	SWELL	ICE	OTHER	OVERHEAD LIMITS	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
48272	UMM AL QAYWAYN	TC	2535N	05535E	172	62406 *	S	CN					Y *		K	H	K *			L		Y	44/01
48265	FATEH TERMINAL	TC	2535N	05425E	172	62498 *	V	OR	F	N	N	N	Y		A	A	*	A *	04	L	Y	Y	44/01
48268	MUBARRAZ OIL TERMINAL	TC	2426N	05331E	172	62414 *	L	OR						Y *	G	F		F *	06 *	L	N	Y *	44/01
48270	ASH SHARIQAH	TC	2522N	05523E	172	62447 *	S *	CB *	F				Y *		L *	J *	J		04	L			44/01
48271	SHARJAH OFFSHORE	TC	2535N	05524E	172	62406 *	S	OR					Y *			A		B *		L			44/01
*44807	AKSAZ	TU	3650N	02823E	132	54425	S	CN							A							Y	44/01

ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE: COMPULSORY	PILOTAGE: AVAILABLE	PILOTAGE: LOCAL ASSIST	PILOTAGE: ADVISABLE	TUGS SALVAGE	TUGS ASSIST	QUARANTINE: PRATIQUE	QUARANTINE: DERATT CERT	QUARANTINE: OTHER	COMMUNICATIONS: TELEPHONE	COMMUNICATIONS: TELEGRAPH	COMMUNICATIONS: RADIO	COMMUNICATIONS: RADIO TEL	COMMUNICATIONS: AIR	COMMUNICATIONS: RAIL	LOAD/OFFLOAD: WHARVES	LOAD/OFFLOAD: ANCHOR	LOAD/OFFLOAD: MED MOOR	LOAD/OFFLOAD: BEACH MOOR	LOAD/OFFLOAD: ICE MOOR	MEDICAL FACILITIES	GARBAGE DISPOSAL	DEGAUSS	DIRTY BALLAST	CRANES: FIXED	CRANES: MOBILE	CRANES: FLOATING	LIFTS: 100 TONS PLUS	LIFTS: 50 - 100 TONS	LIFTS: 25 - 49 TONS	LIFTS: 0 - 24 TONS	SERVICES: LONGSHORE	SERVICES: ELECT	SERVICES: STEAM	SERVICES: NAVIG EQUIP	SERVICES: ELECT REPAIR	SUPPLIES: PROVISIONS	SUPPLIES: WATER	SUPPLIES: FUEL OIL	SUPPLIES: DIESEL OIL	SUPPLIES: DECK	SUPPLIES: ENGINE	REPAIR	DRYDOCK	RAILWAY	
48272				N												Y *	Y *		Y					Y *	Y *															Y *	Y	Y *			C *			44/01
48265			Y	Y	Y			N	Y *						Y	Y				N				N	N *	N														N	N	N	N	N	N	N			44/01
48268			Y	Y	Y *				Y *	Y *									Y					Y	N *	N															N *	N *	N *	N *			N *			44/01
48270	N	N	Y	Y	Y			*	Y	Y *		Y *			Y	Y	Y *		Y	Y				Y	Y *				Y				Y							Y	Y	Y	Y	Y	Y	B			44/01
48271			Y	Y	Y *				Y				Y *		Y	*	Y *			Y				N *	N *	N															N	N *	N *	N			N *			44/01
*44807					Y	Y													Y																											C	S		44/01

Melbourne Berthing Facilities (2001)					
Berth	Length	Depth	Maximum vessel		Remarks
			Length	Draft	
South Wharf					
No. 26	266m	10.7m	215m	10.4m	Bulk cement.
No. 28	146m	9.4m	215m	8.8m	General cargo.
No. 29	146m	9.4m	215m	8.8m	General cargo.
No. 33	210m	11.6m	—	11.0m	Bulk cement.
Appleton Dock					
Berth B	192m	10.7m	Vessels with a maximum length of 250m can be handled.	10.1m	Containers, general cargo, and vehicles.
Berth C	192m	10.7m		10.1m	Containers, general cargo, and vehicles.
Berth D	250m	10.7m		10.1m	General cargo.
Berth E	137m	10.7m		10.1m	Bulk cargo.
Berth F	263m	10.7m		10.8m	Bulk cargo.
Swanson Dock					
No. 1W	Total berthing length of 944m.	13.1m	Vessels with a maximum length of 290m can be handled in the basin.	12.5m	Containers.
No. 2W		13.1m		12.5m	Containers.
No. 3W		12.7m		12.5m	Containers.
No. 4W		13.1m		12.5m	Containers.
No. 1E	Total berthing length of 884m.	12.9m		12.5m	Containers.
No. 2E		13.1m		12.5m	Containers.
No. 3E		13.1m		12.5m	Containers.
No. 4E		12.7m		12.5m	Containers.
Victoria Dock					
No. 22	261m	9.4m	215m	8.8m	General cargo.
No. 24	261m	9.4m	215m	8.8m	General cargo.
Yarraville					
No. 5	178m	9.4m	180m	8.8m	Dry bulk.
No. 6	256m	10.2m	190m	9.6m	Dry bulk. Only upsteam 190m of berth is used.
Station Pier					
Outer East	223m	10.9m	305m	10.0m	Passenger vessels.
Outer West	257m	10.9m	305m	10.0m	Passenger vessels.
Inner East	220m	10.9m	305m	10.0m	Passenger vessels.
Webb Dock					
East No. 1	155m	7.0m	140m	6.4m	General cargo.
East No. 2	150m	7.0m	140m	6.4m	General cargo.
East No. 3	210m	9.9m	185m	9.4m	Containers, general cargo, and vehicles.

Melbourne Berthing Facilities (2001)					
			Maximum vessel		
Berth	Length	Depth	Length	Draft	Remarks
East No. 4	280m	12.1m	250m	11.9m	Containers, general cargo, and vehicles.
East No. 5	250m	12.5m	250m	11.9m	Containers, general cargo, and vehicles.
West No. 2	240m	9.1m	—	8.5m	Ro-ro.
Tanker Berths					
Breakwater Pier	213m	9.0m	230m	8.4m	Bulk liquids. Vessels over 215m long are allowed a maximum draft of 7.6m and may berth during daylight hours only.
Gallibrand Pier	289m	12.1m	290m	12.1m	Bulk liquids. Vessels with a length of over 250m may berth during daylight hours only, but may sail at any time, subject to weather conditions.
Maribyrnong No. 1	185m	10.0m	180m	9.4m	Bulk liquids.
Holden Oil Dock	200m	13.1m	185m	12.1m	Bulk liquids.

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Brisbane—Berthing Facilities (2001)			
Berth	**Length**	**Depth alongside**	**Remarks**
Fisherman Island Terminal			
Berth No. 1	200m	12.3m	General cargo, ro-ro, and containers.
Berth No. 2	200m	12.0m	General cargo, ro-ro, and containers.
Berth No. 3	300m	12.3m	General cargo, ro-ro, and containers.
Berth No. 4	300m	12.0m	General cargo, ro-ro, and containers.
Berth No. 5	250m	12.0m	General cargo, ro-ro, and containers.
Berth No. 6	150m	12.0m	General cargo, ro-ro, and containers.
Berth No. 7	210m	12.0m	Containers.
Caltex Crude Berth	260m	13.4m	Petroleum products.
Grain Wharf	240m	13.1m	
Coal Wharf	240m	14.1m	
P. and O. Terminal (Hamilton Terminal)			
Berth No. 1	140m	10.5m	General cargo, vehicles, and containers.
Berth No. 2	240m	10.4m	General cargo, bulk, vehicles, and containers.
Berth No. 3	170m	10.4m	Bulk liquid, general cargo, and vehicles.
Berth No. 4	210m	10.4m	Bulk liquid, dry bulk, and general cargo.
Patrick Terminal (Maritime Terminal)			
Berth No. 1	170m	9.3m	Bulk liquids and vehicles.
Berth No. 2	255m	10.4m	General cargo, ro-ro, vehicles, and containers.
Berth No. 3	260m	10.4m	General cargo, ro-ro, vehicles, and containers.
Other Facilities in Brisbane			
BP Luggage Point	320m	14.3m	Crude oil discharge. Maximum vessel length of 280m.
Caltex Products Wharf	180m	10.0m	Petroleum products.
QCL Wharf	220m	9.9m	Gypsum and bulk clinkers.
BP Products Wharf	240m	11.1m	Petroleum products.
Shell Wharf	220m	11.2m	Petroleum products.
Pacific Terminals	180m	8.5m	Bulk tallow and bulk liquids.
INCITEC North Wharf	122m	10.1m	Dry bulk.
INCITEC South Wharf	150m	10.5m	Dry bulk and bulk liquids.
Pinkenba Bulk Wharf	256m	10.6m	Grain, dry bulk, and general cargo.
Sugar Terminal	270m	10.0m	
Mobil Products Wharf	190m	8.0m	Petroleum products.
Cairncross Fitting Out Wharf	300m	8.5m	Maximum vessel size of 85,000 dwt.
Note.—All berths require an underkeel clearance of 0.3m.			